

# CROSSFIELD CHRONICLE

VOLUME III — No. 24

CROSSFIELD, ALBERTA — FRIDAY, JULY 20th, 1945

\$1.50 a

See Harry May for Printing  
of every description.

## The White Lunch

ON MAIN STREET

HAVE THE BEST . . .

Home Cooked Meals  
AWAY FROM HOME

Joe and Edith Kurtz,

## Summer Needs.....

Arid Cream Deodorant  
39c and 59c

Fresh Cream Deodorant  
19c, 39c, 59c

Neet Cream Deodorant  
39c

Gypsy Tan Oil..... 45c

Noxzema Suntan Oil. 30c

Insect Chaser..... 35c

Skeeter Skoot Cream 35c

Trushay Before Hand  
Lotion 39c

Bermuda Breeze Cologne  
39c

(Delightfully Refreshing)

**Edlund's  
Drug Store**

THE REXALL STORE  
Phone 3 Crossfield, Alta.

## CHURCH SERVICES

THE CHURCH OF THE ASCENSION  
Rev. J. M. Roe  
Sunday, July 22nd.  
Matins at 11:00 a.m.

## REGULAR BAPTIST CHURCH

Crossfield, Alberta  
"Visiting Pastor"  
Services every Sunday at 11:00 a.m.  
Bible study and Sunday School at  
12:00 a.m.  
Everybody welcome.

## MATRIMONIAL

TESKEY — RICHARDSON

St. Paul's United Church, Calgary,

was the scene of a pretty wedding on

June 28th, when Ruth Eleanor, young-

er daughter of Mr. and Mrs. C. E.

Richardson of Crossfield, became the

bride of Mr. Willis T. Teskey, elder son

of Mr. and Mrs. W. H. Teskey of Rocky

Mountain House. The ceremony was

performed by Rev. C. D. Powell.

The bride given in marriage by her

father wore a frock of old gold with

brown accessories and a corsage of

Tulipen roses.

Miss Nora Fleming of Rock Mountain

House was bridesmaid and the

bridegroom's best man, Mr. Bert Rogers

of Acme, ushered the guests. During

the signing of the register, Mrs. P. H.

Fleming sang "I love you truly."

A reception was held at the Em-

press Grill where Mr. Frank Lant pro-

posed the toast to the bride.

Mr. and Mrs. Teskey left later for

Banff. For travelling the bride wore

a brown tailored suit with beige ac-

cessories.

On their return Mr. and Mrs. Tes-

key will reside in Rocky Mountain

House.

## IN MEMORIAM

In fond Remembrance of Pte. Wm.  
Grant of Inishall who was killed in  
action at Caen, France on July 19th,  
1944.

"When peace dawns o'er the coun-

tryside,  
Our thanks shall be to the lads who

gave  
O quiet hearts, can you hear us

tell,  
How the battles are won by the men

who fell."  
Ever remembered by Mr. and Mrs.

Mark Cameron and family.

## — OBITUARY —

Mrs. James Williamson

Mrs. James Leonard (Kathleen Pri-

ncilla) Williamson, 40, of Dog Pound

district, died Friday in the General

hospital, Calgary.

Born in Manor, Sask. Mrs. William-

son moved to the Dog Pound district

in 1929 and had lived there since.

Surviving are her husband, James

Leonard, Dog Pound; three sons, Nel-

son, Robert and Denbow, all of Dog

Pound; three daughters, Anita, Cor-

rine and Alta, all of Dog Pound; one

sister, Mrs. Hart Hobbie, Mossbank,

Sask.; two brothers, Russell Carmich-

ael, Manor; John, Pine Falls, Man.

Funeral services were held in the

Calgary Presbyterian Church on

Wednesday afternoon, and burial fol-

lowed in the family plot, Carstairs

cemetery.

McInnis & Holloway had charge of

funeral arrangements.

FRANK HERBERT SMITH

Frank Herbert Smith, aged 28

months, died at his home at Cross-

field on Saturday last, after a long

illness. He is survived by his parents

Mr. and Mrs. Levi Smith, two brothers

Willard, aged 10 years and Charles,

aged 11; grandparents Mrs. Harriet

Smith, Hughallen, Alberta, and Mr.

and Mrs. J. R. Lant, Creston, B. C.

Funeral services were held from the

Crossfield United Church on Monday,

July 16th. Pallbearers were Roy Ho-

ver, Lawrence Lilley, Louis Emerson

and Neil Bannister. Interment took

place in the family plot of the Cross-

field cemetery.

Mrs. Harry Hornby, (nee Frances

Patmore) and daughter Shirley of

Cloverdale, B. C., are visitors at the

home of Mr. and Mrs. Melvin Patmore.

They have also been visiting Mr. and

Mrs. Everett Bills, Mr. and Mrs. Dick

Patmore, Crossfield and Shirley spent

some time in Olds with Mrs. Dick

Patmore and in Calgary with all

their relatives there. They will

leave on Monday for their home at the

coast.

Clayton High will have the pure

bred Arabian stallion, Ahmur, at his

farm from August 2nd to August 8th

and would like anyone interested in

breeding to this outstanding horse to

give him the once over. Ahmur is a

four-year-old of the chassis type, is

15.2 hands and weighs about 1600 lbs.

He was imported by the owner Mrs. E.

Stevens, 1136 9th Street East, Calgary.

His ancestry can be traced to the de-

sert.

## LOCAL NEWS

Mr. and Mrs. Wm. Landmore and

family spent the week-end in Banff.

BORN—To Mr. and Mrs. W. J.

Wood on July 18th, 1945, a son.

Mrs. Valasek, Card and Lary left on

Saturday night for Hillcrest where

they will spend a month.

Mrs. A. W. Gordon leaves on Fri-

day for Ontario to visit with her

daughter and other relatives.

Mr. and Mrs. W. A. Hurt and fam-

ily who have been holidaying at Banff

returned home Monday.

Amongst recent arrivals from

overseas are Petty Officer Harold Mair

and Pte. Stanley Coulson.

Mr. and Mrs. W. H. Miller of Olds

were visitors at the home of Mr. and

Mrs. Everett Bills on Sunday evening.

Miss Daisy Robinson is back home

after spending the past ten days visit-

ing friends in the Carstairs district.

Mr. and Mrs. J. Belshaw have ex-

tended their holidays another week

and are expected home on Saturday.

Henry Pufferoth is spending a few

days in the neighborhood visiting

relatives before leaving for the coast

for a vacation.

There appears to be a shortage of

seed oats for cover crop in the district,

those with seed oats to sell would do

well to diversify them at once.

J. Hesketh of the Crossfield Meat

Market purchased a couple of the

steers shown at the Calf Club Show

held at Carstairs on Tuesday.

Ralph McFadyen is visiting friends

and relatives in the district and ex-

pects to leave for Vancouver on Friday

night.

Mr. and Mrs. Russell Bills and fam-

ily returned from California this week

and expect to take up residence on

their farm on the south highway.

Ralph McFadyen youngest son of

Mr. and Mrs. Dan McFadyen was an-

nounced the arrivals in Calgary from

overseas last Sunday.

Recent rains are holding up the

work on the highway between here

and Aldridge, but a few more days will

see the job completed.

Rev. J. V. Hovey who is holidaying

at Banff spent the week-end in town

to hold funeral services for little Frank

Smith on Monday.

We would be glad to publish the

examinations results of the local

schools providing the teachers send

them in.

Large numbers of Crossfield and

district residents journeyed to Car-

stairs on Wednesday to attend the

funeral of the late Mr. J. Williamson,

of Dog Pound.

The Air Cadets Camp will be held

from July 30th to August 8th. All

cadets of the Crossfield Squadron

wishing to attend should contact Sgt.

L. McCool at once.

J. F. Harnshaw of Calgary is the

relief Manager at the Bank of Com-

merce, whilst J. L. Price takes three

weeks vacation at Sylvan Lake with

his family.

Joe Fisher of Calgary has taken

over the Coffee Shop on the highway,

formerly leased by Joe and Edith

Kurtz who have moved all their staff

to the White Lunch on Main Street.

The hail storm on Sunday afternoon

cleaned out some more of the grain

fields in the Madden and Nier dis-

tricts making four times some of

them have been hit this season.

Mrs. E. Wolledge and Mrs. M. Ste-

vens left Monday morning for Seattle,

Washington where the former expects

to make her future home with her

son and daughter-in-law.

Mr. Houston, senior who has been

visiting his son and daughter-in-law,

Mr. and Mrs. Miller Houston for some

time left last week to visit friends at

Ponoka.

Joe and Edith Kurtz wish to thank

their many customers for their sup-

port during their management of the

Highway Coffee Shop, and beguile

the same courtesy for Mr. Fisher who

has taken over the management.

The Busy Bees wish to thank all

those who helped to make the raffle a

success. The winning tickets were

drawn by Miss A. C. Charney with the

blanket being won by Mrs. E. E. Walker

with ticket number (60), and the

cushion with ticket (33) held by Mrs.

E. Thompson.

Mr. and Mrs. Tom Slomp of Okla-

homa City were the guests of Mr. and

Mrs. Everett Bills on Sunday. Mr.

Slomp is an old neighbor of the Bills

family when they resided in Oklahoma

Mr. and Mrs. Slomp have spent some

weeks in the province visiting relatives

at Scarpa and Fied.

H. J. Schofield recently journeyed

to Slavia and purchased a bear to

head his Yorkshires from Praeland

Wilford at that point. This is an out-

standing animal, best bred in the

purple from advanced registry stock

on both sides and will be quite an ad-

ditiion to the good stock of this dis-

trict.

## Didsbury Fair Has Been Postponed

Continued heavy rains, which have  
made side roads impassable, has  
caused postponement of the Didsbury  
Fair and regional Shorthorn show  
scheduled for Wednesday, July 18. C.  
R. Reiber, Fair secretary, announced.  
The Fair and show will be held at a  
later date.

Roads leading into Didsbury are re-  
ported impassable, and stock trucks  
would be unable to reach the town  
from outlying districts.

The Fair will now be held on Wed.,  
July 25th.

## IN MEMORIAM

BELSHAW

In loving memory of Kenneth F.  
Belshaw who passed away July 18th,  
1941.

Ever remembered by his Mom, Dad,  
Sister and Brother.

## ANNOUNCEMENT

Starting the month of July, the  
Rosebud Health Unit Well Baby and  
Inoculation Clinics will be held once  
a month as follows:

Crossfield—United Church parlor, the  
first Thursday of each month, from  
2 to 4 p.m.

Cremona—Cremona school, the first  
Tuesday of each month, from 2 to 4  
p.m.

## H. MAY

REAL ESTATE

INSURANCE

(In all its branches)

CONVEYANCING

RENTAL AGENT

FARM LISTINGS WANTED

Phone 33 Crossfield.

**Keep Your Home in the Comfort Zone**

70 INSTALL ZONOLITE INSULATION

and Say Goodbye to chilly, drafty rooms, and high fuel bills

ZONOLITE PAYS FOR ITSELF IN FUEL SAVINGS

ALL-WEATHER • FIREPROOF • LONG LIFE • VENTILATION • ROTPROOF

## Combination Doors

Good strong 1 3/8 stock, with

mach and screen, interchangeable.

All sizes in stock.

## WALLBOARD

A fair supply of FIR-TEX, the

ivorykoted insulating board. Also

a small stock of

MASONITE quarterboard.

## Atlas Lumber Co. Ltd.

H. R. Fitzpatrick

## SCREEN DOORS



## Standards Of Public Health

CASUALTY LISTS are one of the most distressing features of war, and the prevention of large-scale suffering and loss of life is perhaps the greatest motive underlying efforts to establish permanent world peace. Shocking as casualty figures are, however, our attention is frequently drawn to the fact that disease each year claims civilian lives in numbers exceeding those of battle casualties, and it is apparent that there is a need of increased public interest in this aspect of the national welfare. Public health education, medical research, further extension of medical services and higher standards of nutrition, are among the measures necessary to combat disease and to bring about a reduction of the civilian death-rate. All these measures require large expenditures of public funds, and they also require widespread interest and support on the part of the people.

### Canadians Now Live Longer

It is estimated that the people of Canada spend approximately one billion dollars a year through illness, but health authorities are of the opinion that fifty per cent. of all sickness could now be reduced by one-half the saving to the people of Canada in suffering, loss of life and in money, would be considerable. During the past fifty years, great progress has been made here in combating disease. If these efforts are continued and expanded, we may look for even greater improvement along these lines in the future. In Canada during the last half century, the average length of life has been extended from 45 to 67 years, and the infant mortality rate has been steadily reduced. In that time, too, many of the diseases which formerly claimed a large number of lives each year, have been brought under control, or completely stamped out.

### Great Progress Has Been Made

Records show that some parts of Canada have progressed more rapidly than others in eradicating diseases which can now be controlled through immunization and other means. In communities where immunization for diphtheria has been extensively carried out, this disease has practically disappeared. In some instances, statistics show that it has not occurred for as long as fifteen years. Pasteurization of milk is believed to eliminate the spread of such diseases as typhoid, bovine tuberculosis, septic throat and many illnesses contributing to infant mortality. In areas where pasteurization is compulsory, the frequency of these diseases has been greatly decreased, and there has been improvement in the general standard of health. In 1927 there were 1,112 deaths in Canada from typhoid, while in 1942 the deaths from this disease numbered 108. With continued interest and support on the part of health authorities and the public, we may hope that similar encouraging figures may soon apply to other diseases which have not yet been brought under control, and that the standard of public health in Canada may continue to improve.

### ON YOUR VACATION



**BURGESS**  
Flashlight Batteries

BURGESS BATTERY COMPANY  
NIAGARA FALLS, ONTARIO

### New Giant Liner

Britain Will Likely Build Another Of The Queen Class

Britain's entry for the post-war blue riband of the Atlantic probably will be a third giant liner of the Queen class, Commander Sir James Bisset said as he told aside the graphic wartime saga of his 81,235-ton Queen Mary at New York on her first visit to the United States since the war ended in Europe.

Emphasizing that he was expressing only his personal opinion, the bluff captain of the Queen Mary painted an optimistic picture of the future of the steamship in a post-war world in which the airplane may play a predominant part.

The 62-year-old commodore of the Cunard White Star fleet dismissed suggestions that the airplane will seize command of the trans-Atlantic passenger trade. He declared: "Ninety per cent. of travellers will prefer to go by ship, just because it is a ship."

### CHAMP

THE MAGICAL CLEANER  
IT SOFTENS THE HARDEST WATER  
FOR WOLLENS, DISHES, RUBS, FURNITURE, WOODWORK, FLOORS AND PAINTS



**LOST IN STOCKS**—Francis J. Smith, of Toronto, Ont., discharged from the R.C.A.F. after four years of service overseas, says he was deceived by a Toronto stock promoter. He says he bought 1,000 shares of a gold mining stock while working as a civilian construction hand at Goose Bay in Labrador in August, 1944. He received a letter, he says, acknowledging receipt of his cheque, but no certificates. The stock went up, but he could not dispose of it, because he had no certificates. Finally when the certificates were forthcoming, the stock had dropped below the purchasing price and he lost money.

### Elephant Labor

Unique Unit Worked For The British Army In Burma

They don't give medals to elephants but no story of how the long, drawn out war in Burma was won would be complete without mention of "Elephant Bill" Williams' unique army unit.

There is no other military outfit like it anywhere. It is a labor company made up solely of elephants—more than 200 of them—and their handlers.

Their main job was building log bridges and carving roads through dense jungles where no roads existed before. But the elephants carried out many other important assignments, like evacuation of the sick. Each animal could carry three men 12 miles a day over roads that were impassable even to mules.

Bugs man is Lt.-Col. J. H. Williams, one of the world's foremost experts on organization of elephant labor who is known throughout Burma as "Elephant Bill". He is a tall Cornishman who fought with the Devon regiment in Egypt and Mesopotamia in the First Great War and then spent 26 years in Burma as an employee of the Bombay-India Burma Trading Corporation.

About 5,000 elephants, formerly belonging to the big teak extraction firms and local contractors, were left behind in Burma. The Japanese, who had used this type of transport in bringing their mortars through Siam, continued to use them in Burma.

In November, 1942 a group of British officers and natives, headed by Col. Williams, managed to "persuade" 60 elephants to bolt from the Japanese lines on the Chindwin banks. Women and children volunteered as mahouts.

This herd, was the embryo of the present organization. The colonel's elephants have been asked to crank down trucks, and to have guns fired from their backs.

### Sea Power Essential

Royal Navy Is One Thing Britain Cannot Do Without

A. V. Alexander is known for his great and jealous love for the Royal Navy and it was not surprising that he should be reminding us of the pre-war neglect of our sea defences and urging us never to forget the needs of naval power. Certainly it was Germany's weakness in this sphere, coupled with her real weakness in the air (though this was far from apparent to us at the time) that let us escape invasion in 1940. Hitler's ambition, joined to a misreading of our willingness to go to war, led him to open a conflict for which he was not prepared and for which he had not even had time to prepare—Manchester Guardian.

### MEANT WELL

A well-meaning stranger on a Parry Sound-Toronto train committed a faux-pas when he offered peanuts to six-year-old Donald Barger of Parry Sound. The boy was being rushed to the Toronto hospital for sick children to have an obstruction removed from his throat. The obstruction was a peanut.

## Price Control And Rationing Information

Q.—How many pounds of honey am I allowed for one coupon? My grocer would give me only one pound.

A.—Your grocer should have given you two pounds of extracted honey for one coupon.

Q.—Will I be able to obtain sugar to feed my bees? I do not sell the honey.

A.—A beekeeper who requires sugar for feeding of bees but who does not sell honey is not required to register with the Ration Administration as a Primary Producer of honey, but must register with his Provincial Apiarist in order to obtain sugar.

Q.—What do I do if I have lost my ration book?

A.—Go to the local ration board, where you will make a statement or take an affidavit as to the fact that you have lost your ration book. Further instructions regarding the obtaining of a new ration book will be given to you at that time.

Q.—Do ration coupons issued to members of the armed forces for leaves expire?

A.—Ration coupons issued to members of armed forces do not expire.

Please send your questions or your request for the pamphlet "Consumers News" or the Blue Book in which you keep track of your selling prices, mentioning the name of this paper to the nearest Wartime Prices and Trade Board office in your province.

## SMILE AWHILE

Father: "When I was a little boy, I always ate the crusts."

Sonny Boy: "Did you like them, Dad?"

Father: "Of course I liked them."

Sonny Boy: "Then you can have mine."

The country vicar was sailing some trelliswork up in his garden when he chanced to look up, and saw a London evacuee boy watching him. With a pleasant smile, he said:

"Well, my little man, are you interested in woodwork or gardening?"

"Not me, guv'nor," said the boy, "I'm just waitin' to 'ear what a parson say when he 'is thumb'."

The prisoner was a very tough-looking customer. He was asked whether he could read and write.

"I can't," he said, "I cannot read," was the reply.

He was then asked to write his name and after he had scrawled huge letters over the page was asked what it meant.

"I dunno," the man, "I told you I can't read."

A man telephoned his doctor: "Come over quick, doc. My wife is appendicitis."

"Nonsense," snorted the doctor, "I removed your wife's appendix three years ago. How can anyone have a second appendix?"

"Lies!" cried the husband. "Did you ever hear of anyone having a second wife?"

Chappel (visiting a new dentist for the first time).—"Have you been a dentist very long, Doc?"

"Yes," said the dentist, "a riveter until I got too nervous to work up high."

Fortune Teller (to inquiring rookier soldier).—"You're going on a long journey and it should be worth a dollar."

Pulling a bill from his pocket, the trusting doughboy passed it over to the woman palm reader, who gave in return this simple answer:

Palm Reader—"I know, but it's a military secret."

"The new maid has stolen two of our towels."

"The thief! Which ones, dear?"

"The ones we got from the hotel in Miami."

The rich uncle wrote to his nephew: "I am sending you \$10 you requested, but must draw your attention to a spelling error in your last letter: 10 is written with one nought, not two."

In normal times, the United States averaged 11 pounds of coffee per person annually; in England, it was less than one pound.

## THE BEST WAY TO KILL FLIES

Use the package of WILSON'S FLY PASTE. It kills all house flies and other annoying insects. It is the best way to kill flies. It is the best way to kill flies. It is the best way to kill flies.

## You'll enjoy our Orange Pekoe Blend



## Using New Method

Quick Freeze Process Will Keep Milk In Normal State

United States Army scientists have perfected a method for the "quick-freezing" of milk that enables their hospital ships to serve wounded soldiers a beverage tasting as fresh and appetizing as the product which the milkman left on the doorstep this morning.

About 30,000 pints of milk frozen by the new process are now being shipped each month, principally for use on ships that are returning sick and wounded men from combat zones, the War Department announced. Overseas hospitals also are receiving shipments in ever-increasing volume, and about 400,000 pints a month are being shipped for general use by American troops in Alaska.

The Army's system has suggested interesting peacetime application of the new process, in that it permits of serving civilians far from dairy sources.

Although, in some instances, the milk has been kept in the frozen state for three months, it tastes, when thawed, as fresh as if it had just come from the cow, according to army spokesmen.

Formerly, the only milk that hospitalized men and all overseas troops were able to obtain was made from milk powder. While the nutritive value was high, the taste left much to be desired. And the problem was a serious one in the case of incapacitated men on liquid diets.

Experiments showed that if milk were frozen with extreme rapidity at 20 degrees below zero, Fairbanks, it froze in thin crystals, and as a result the milk thawed in its original condition.

## SELECTED RECIPES

### GOLDEN-BROWN FISH

The fish that swim the seven seas and all the inland brooks and lakes, offer mankind an abundance of variety in wholesome food. And they are available fresh or quick frozen in markets almost everywhere these days.

As a general rule, fish is easier to prepare than meat. Fish cooks, bakes, broils or pan fries quickly. It is simple when the delicate fish separates from the bones—and in the case of baked, broiled, pan or oven-fried fish, when the crisp outer coating is golden brown.

This much-to-be desired crisp coating is easily achieved by dipping the fish in salted milk, then in oiled, pressed rice cereal crumbs, brushing lightly with oil and baking quickly in a very hot oven. By this method, appropriately dubbed "oven-frying," the fish comes out delicious and tender and the crisp coating is not disturbed by turning. Almost all types of fish are delicious prepared this way—small fish are friend whole and the larger varieties are sliced or filleted.

Oven-fried fish is prepared according to the following recipe. Allow one-quarter to one-third pound of fillets or sliced fish per serving. Allow one-half pound per serving in the case of small fish to be left whole.

### OVEN-FRIED FISH

1 pound fish  
3 cups oven-popped rice cereal  
1 tablespoon salt  
1 cup milk  
4 teaspoons salad oil or shortening  
Cut fish into serving pieces. Roll crisp cereal into fine crumbs. Add salt to milk. Dip fish in milk then in crumbs and arrange on well greased baking sheet. Sprinkle oil or melted shortening over top of fish. Bake in very hot oven (500 deg. Fahrenheit) twelve to fifteen minutes, minimum.

Yield: 4 servings.  
Note: Frosted fish can be used. For richer coating use undiluted evaporated milk.

The petroleum used in automobiles contains the energy that was stored up by plants and animals thousands of centuries ago.

## THE QUEENS WERE BUSY

Britain's crack liners, the Queen Mary and the Queen Elizabeth, between them transported 1,243,538 persons from the beginning of the war to the capitulation of Germany, it was disclosed in an official white paper issued in London. American and Canadian soldiers constituted the bulk of the 669,694 persons moved east across the Atlantic. The ships carried a division at a time.

Marine engines, a million times bigger than watch mechanisms, must be constructed with the same accuracy.

2827



Itchy checked in a jiffy - or Money Back

For quick relief from itching caused by eczema, urticaria, hives, etc., apply MCCAIG OINTMENT. It is the best remedy for itching. It is the best remedy for itching. It is the best remedy for itching.



## OPINION OF EXPERTS

## Women Are As Good As Men In Handling Automobile

Women drivers are just as good as men—and more careful.

This was one of the observations made during the safe-driving contest in Winnipeg recently. The contest, an annual affair, is sponsored by 100 commercial firms, the Safety Bureau, Board of Trade and the Winnipeg Tribune.

The traffic experts agree that when it comes to handling an automobile, women are as good as men.

"There are just as many good women drivers in proportion to the number driving as there are good men drivers—maybe more," said G. P. Shearer of the Safety Bureau.

Constant Art Sutherland thinks the stigma attached to women drivers should be removed.

"Women are just as good as men," he said, "perhaps not quite as steady in a tight spot but they don't argue like men do when they get in a jam. Rather than make a holler they will agree to anything in order to get away—about the only time they don't like arguing," he added with a grin.

Inspector Capelle thinks women are careful drivers. "They are more timid than men—just about driving through."

So ladies, the next time you hear a man refer to "those darn women drivers," don't be timid, refer him to the experts.

## New Type Dinghy

## Made In Various Sizes For British Fleets In Pacific

A new type of emergency dinghy has been developed for use by British aircrews flying in the Pacific theatre. The new dinghies are built in various sizes to accommodate one, two, three, five or seven men.

The one-man dinghy carries a wire-stayed telescopic mast supporting a red triangular sail. A combined hood, cape and apron render the dinghy practically water-tight and the entire boat, with rations and signalling equipment, fits into a pack which can be used as a cushion for the pilot while flying.

The seven-seater is equipped with a full size sailing rig and can be steered with a collapsible rudder. Its equipment includes repair outfit, signalling and navigation equipment, rations, first aid kits and long-range radio transmitter.

## Retraining Needed

## For At Least Half Million Persons In Demobilization Period

A report submitted to Toronto by the education committee of the Canadian Youth commission estimated that in the demobilization period 500,000 persons will require training or retraining in vocational skills.

The report urged extension of vocational guidance and vocational education throughout secondary schools and continuation of the Dominion-provincial youth training program. The program should be administered by the provinces, with "generous" financial assistance from the Dominion government, the report said.

## CANADA'S OLDEST SOLDIER

Called Canada's oldest soldier, Pte. Jim Barber of the Veterans' Guard of Canada, recently admitted he was 70 years old, and soon will obtain his honorable discharge—after service over a period of 51 years, in which he served during three wars. Pte. Barber is stationed at the prisoner of war camp in Lethbridge, and his only regret is that he will not be able to volunteer for service in the Pacific.

## KNEW ABOUT THEM

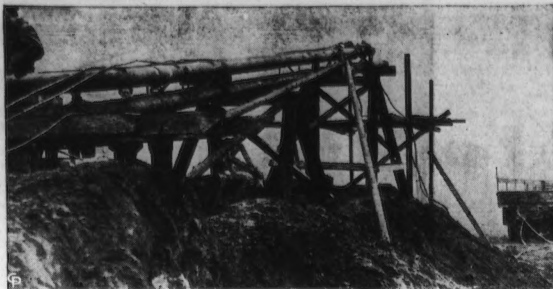
The St. Catharines Standard says: German citizens of all ranks, including pastors, doctors, nurses, who lived close by their horror camps, never thought anything about them at all, but they knew all about them. And, as good Germans, they felt that the camps were the right thing. If the victims died, so much the better.

## DEMAND FOR SHOES

Shoes are no likely to be in plentiful supply until Japan is defeated. The Pacific area, it is said to be harder on soldiers' footwear than any other theatre, and American troops alone will require 31 million pair of shoes this year which is the heaviest demand of the war.

## WOULD NOT BE EASY

As R. M. Harrison, in The Windsor Star, remarks: London Daily Mail correspondent says Hitler has landed in Elre, dressed as a woman and accompanied by three children. Even so, he'll have a tough time pretending to be plain Mrs. O'Shickelgruber.



**PIPELINE LAID FROM ENGLAND TO GERMANY**—The laying of a pipeline from England to the heart of Germany, to supply Allied troops with fuel for the final assault on the Nazis, was one of the great engineering feats of this war. Photo shows the upright piece of a U-shaped pipe constructed to cross a canal in Belgium without interfering with navigation. Later the structure was lowered across the bottom of the canal. This work was done by Royal Canadian Engineers.

## Jap Soldiers Surrender

## Remnants Of Force That Held Out In Guam For Ten Months

A Japanese field officer who held remnants of his command together for 10 months in Guam, until he had become a symbol of resistance to them, has surrendered with 33 of his men.

The Japanese said they had had plenty of food and water. They appeared fit despite their months in the jungle.

First concern of the surrendering officer was:

"What is the future of Japan after victory?"

"That will depend a whole lot on the type of leadership that men of your intelligence give it," he was told.

Clad in makeshift American uniforms, the surrendering troops counted off briefly. Then their commander, who was described by officers as alert and intelligent, said:

"You will be treated well. You are now prisoners of war. It is not a disgraceful state and you are not to regard it as such."

First reports of the group were heard last September. Numerous efforts had been made to reach them through a truck-mounted loud speaker system and leaflets dropped from an airplane.

One day a prisoner reported he had sought the Japanese officer's permission to surrender and had been told: "I am thinking of doing the same thing myself."

Some time later, a young man came from the jungle. He admitted his country would not win the war and said he wanted to "sit out the war" in the Guam jungle. He was told that was impossible.

He left for further deliberation, agreeing to return a week later.

He arrived at the appointed time with a retinue of holdout troops who now are looking forward, said officers, to a Japan in which bushido does not exist.

They piled into a truck and were taken to the island command prison stockade. The first request of the Japanese field officer was that they be taught English. Informal classes were organized immediately.

## Subject To Change

## Report Says Dependable North Pole Has Shifted Its Position

This is a disillusionment which make hold to say, we do not deserve.

The R.A.F. Lancaster meteorological plane, Aries, flying over the north polar region, has discovered that the North Magnetic Pole has wandered some 300 miles out of its proper place during the war years.

If there was one thing we thought we could count on it was the North Pole. While the whole world got out of gear and wandered into uncharted regions, we always said to ourselves, "Well, at least there's the North Pole left. It doesn't change." But, lo and behold—it does. While we have our backs turned, coping with Hitler and such like, here it goes and emigrates. It abandons its comfortable igloo on Boothia Peninsula and shifts over to barren Enderby Island, wherever that is—Vancouver News-Herald.

## THE RIGHT ANSWERS

A man who had been arrested on suspicion was appearing before the magistrate. "What were you doing when the policeman came?" asked the sergeant. "Waiting air," replied the prisoner. "What were you waiting for?" "For money." "Who was to give you money?" "The man I had been waiting for." "What did he owe it to you for?" "For waiting." "Enough of this tomfoolery," snapped the magistrate, who by now was very angry. "What do you do for a living?" "I'm a waiter, sir," replied the innocent man.

## Organ Factories

## In Germany Converted Into Making Airplanes

Before Germany and Great Britain ceased in 1939 to exchange anything except deadly missiles there was a lively trade with the British Isles in small musical instruments made in Bavaria. What interested the Ministry of Economic Warfare, however, were two facts that had a bearing on production. One was that Bavarian mouth organ factories had been converted to making airplanes; the other that each German musical instrument had embossed on its sides a reproduction of the plant from which it was turned out.

A dragnet rounded up a large number of these pictorial music makers, supplying much valuable material for the use of Allied bombers. The pictures were enlarged and identified; information as to their interior arrangements was gathered from business men who had visited them, and before long results began to appear.

According to the British Information Service, a consequence was help in demolishing key war plants in Munich, Augsburg, Rosenheim, Salzburg, Linz and other places, including the great Skoda works. Incidentally, about 140 former Bavarian mouth-organ factories are in ruins and now pipe not even the smallest tune.—New York Herald Tribune.

## CHANGING TIMES

This is a changing world. Not so long ago we had livery stables; now we have garages. The houses were lighted with kerosene lamps; now electric lights. People went to church on fine days; now they go on picnics. Young people used to amuse themselves gathering around the piano to sing; now they turn on the radio and listen to somebody else sing. Road shows used to appear at the opera house; now the movies hold the stage.—Chatham News.

A biting power of 171 pounds is attributed to the average human jaw.

## Flower Industry

## Has Managed To Survive In Holland Despite The German Occupation

Despite the fact that 1,200 tons of tulip bulbs were eaten by the Dutch population before their liberation, Holland's great flower industry has managed to survive the ravages of German theft and deliberate flooding, a careful survey reveals.

Far-sighted government control of production, starting in 1939, had prevented surpluses from falling into the hands of the invaders, and today, predicting tulip, hyacinth and narcissus plantings will be on a normal schedule next spring, exporters have 25,000 tons of bulbs, principally tulips, ready for shipment to North America and Britain.

Under Nazi experts, seeking to steal every new development for building up a tulip industry inside Germany, Dutch growers succeeded in improving a new double variety of tulip, resembling a peony, with a tall, strong stem. They have named it Cordell Hull.

In addition to 1,000,000 Cordell Hull bulbs, now available for export, growers have 125,000,000 Darwin bulbs and 75,000,000 single early bulbs on hand, as well as large amounts of old favorites.

The industry lost about 25 per cent of its stock from flooding and lack of sufficient fertilizers, but increased planting last autumn has compensated for the losses.

Incidentally, tulip bulbs aren't such bad eating at that.

## NEW USE FOR AIRFIELDS

Possible utilization as "farm universities" of some of the great number of airfields which dot the British Isles is being considered by county authorities. It is pointed out that hangars can easily be converted into farmhouses and barns, while the airfields, intersected by runways, would make ideal demonstration fields.

The cutting teeth of a woodchuck never stop growing during its lifetime, as compensation for wear.



**TIPPERARYMAN REVEALED NAZI PLOT**—Here is Thomas Cushing shown in the doorway of his Tipperary home with his sister Diana, after he had revealed details of a German plot to blow up the Panama canal's Gatun dam, using Irish prisoners of war as saboteurs. The saboteurs were to have been landed by U-boat on the Panama isthmus. Cushing revealed the plot after his repatriation to Elre. He said that while he was a prisoner he proclaimed himself a German sympathizer in order to obtain an opportunity to escape. He was removed from his special Irish prison camp and sent to a school for sabotage and espionage. There it was proposed that he should lead a party of Irish saboteurs.

## World Threat

## How German Junkers Played Up Inflation After Last War

Though Hitler is undoubtedly cast for the villain's role in his second World War, politically he was just a relatively insignificant puppet who got somewhat out of hand. There probably would have been no Hitler and no National Socialism had there not been powerful forces in Germany that saw both these as a means to ward their own devious ends.

The Junkers had a part in it, for they have always been the spark plug of Germany's fighting machine. But behind them was a still more virile and predatory force: the heavy industry of Germany, fattened on war and unready to lose its hold on the whole expanding sphere of German influence.

These forces—the Junkers, the great industrialists, and the politicians—played together, with little thought of the German people except as a weapon for renewed war. Any careful student can satisfy himself that, to a very considerable extent, this inflation in Germany in the wake of the last war.

Any careful student can satisfy himself that, to a very considerable extent, this inflation in Germany in the wake of the last war. The Weimar Republic, of which so much was hoped, deliberately refused to balance its budget in order to put a poor mouth on Germany's economic situation as a means of influencing the reparation demands; during the nine-month occupation of the Ruhr by the French the German government adopted a policy of passive resistance and paid the wages of hundreds of thousands of idle German workers simply by printing banknotes.

But no one seemed to care. With cheerful unconcern, the heavy industry magnates saw inflation squeeze out small investors in their industries. Embittered people aren't too careful in assessing causes. They snub their noses at the awful turn of events. The turn of events brought better things for Germany. With the assistance of the Allies, the German government of 1924 had a surplus of several hundred million dollars. This was not used for reparation payments, or for relieving the condition of the German people. It was turned over to the heavy industries to compensate them, it was said, for losses in the Ruhr.

When Hitler appeared, to set a spark to smoldering bitterness and to establish National Socialism that promised so much more to people who had so little, the industrialists were not slow to see his value to them. There is every evidence that the industrialists helped Hitler to power. If he got somewhat out of hand and was sometimes ruthless with his old-time friends, there was no evidence that the heavy industries suffered. They had rightly realized that they were a fundamental part of any German plan.

From our knowledge of the German mentality it is not unreasonable to assume that the same methods might be tried again. That is what Germany would have us believe. They know we are fearful of a repetition of inflation in Germany that might involve the world. They expect us to fight inflation; this time that is what Germany wants. For all the destruction of Germany, her industries are not destroyed. There are enormous resources hidden abroad. That is the making of a new world threat. If we are as blind as we were a generation ago.—Liberty Magazine.

## Tribute To Britain

## Former French Premier Knows What World Owes British People

The St. Catharines Standard says: All Frenchmen are not Anglophobes. After relating how Churchill pleaded with French leaders, in 1940, with tears in his eyes, former Premier Edouard Herriot paid this tribute: "What must never, never be forgotten is that, owing to the treachery of our leaders, Britain found herself alone. I ask you—for I like clarity—what would have become of us if Britain had signed an armistice in 1940, as we did? Just ask yourself this simple question when you are tempted to show bad temper over some particular Briton or some particular British agent. What would we have done without the British and what did the British do when we abandoned them in 1940? We must remain faithful to this old friendship because the British are a people who love justice and freedom, who perhaps love liberty more than we do."

The Chinese language in the Feking dialect contains only 400 sounds, compared to uncouthed thousands in the English language.

## SERVICE OF COURAGE

## Admiral Sir Edward Evans Pays Tribute To British Women

On April 30, Admiral Sir Edward Evans—brother of the Duke and Admiral Charles William Key, M.P., resigned their posts of Regional Commissioners for the London Region. They had rendered great public service to civil Defence and to the war effort generally, but the changed war conditions made their retirement possible.

In a statement to the press, which was recently published by London Calling, Sir Edward said: "I did my flag to the women of London—to all the women of Britain." He talked of some of the heroines of the London blitz, and recalled two particular incidents.

First, during the Great Fire of London on Dec. 29, 1940, "I was being driven by Mrs. Dunne, wife of the Bow street magistrate," he said. "As we crossed over London Bridge we stopped for a look round. There were red glows every point of the compass; and the sky and Old Father Thames looked nearly blood red. I admit I was frightened. Fire-bells were ringing everywhere, ack-ack fire was crackling and booming, bombs were falling—St. Paul's was silhouetted in an awful linescape."

"Then from the opposite direction came a W.V.S. canteen car with three women. They might have been going shopping."

"Like some tea?" asked one. To me it was like a sailor in the Sahara being asked if he wanted a pint of ice beer. And my response was just what that sailor's would be. Those women in London and elsewhere, were the army Hitler fought."

"And my second most tense moment," Sir Edward continued, "was on the night of April 16-17, 1941, when a bomb fell on the Royal Hospital, Chelsea, home of the pensioners of other wars. It hit the west wing and casualties were heavy. My driver was one. Smith—just Smith of the I.C.C. Then, as the bombs were falling—St. Paul's was silhouetted in an awful linescape. I directed the bearers where to put them."

"Gently," she said quietly, though bombs were still falling. Then at last, "Right-ho. To St. Luke's hospital."

"And before she went off she patted me on the shoulder and said: 'All right, policeman, I'll be back in 20 minutes.'"

"Later, when she went off duty to her home in Ebury street, she found it demolished, with her father and mother, her brother and her fiancé all killed."

## Geological Survey

## Parties Will Be Sent To Gain Information About Mineral Wealth

A widespread programme of field work for 1945, designed to provide prospectors and exploration companies with information for the development of Canada's great wealth of minerals and oil deposits, was announced by the mines and geology branch of the resources department. The statement said the department has assigned 37 parties to the field for geological survey work and 15 for topographical work.

Five of the geological parties will operate in the Northwest Territories; one in the Yukon and Northwest Territories; one in the Yukon; seven in British Columbia; one in Alberta; one in Alberta and Saskatchewan; two in Saskatchewan; three in Manitoba; two in Ontario; six in Quebec; one in New Brunswick, and two in Nova Scotia. In addition, one geologist will be engaged in collecting mineral specimens.

## Tied By Tradition

## Men Find It Hard To Change Style In Clothes

Women used to wear collars—even stiffer and more unspeakable contraptions than the thinkest of neckties—and shored them up with strips of whalebone and straps of steel. Then, by a decree of Dame Fashion, they were suddenly emancipated and found the new comfort so marvellous they never went back to the old neck-harness.

What fashion did for women perhaps war can do for men. Being more conservative than their wives and sisters—more tied to tradition—men need something almost world-shaking to set them free.

But with so many freedoms in the air it is ridiculous that they should continue to wear the halter of an outworn mode.—Vancouver Province.

# Air Over Ocean Is So Full Of Planes That Pilots Must Be Careful To Avoid Collision

EVERY twenty minutes a plane leaves this country for Europe, and as often one comes from the other side of the Atlantic to this country, writes Russell Owen in the New York Times. The air over the North and South Atlantic is full of planes, day and night, on the various routes, so many of them that pilots have to be careful to maintain their proper altitude to avoid collision, and even with the greatest caution they frequently miss each other by narrow margins.

Flying the Atlantic used to be a great adventure; men who first did it were among the heroes of aviation. Now there are many pilots in the Air Transport Command who have flown it more than 100 times, and who think flying the ocean is safer and more uneventful than flying over mountainous country.

They are of all types, these pilots. Some of them are veterans of the commercial airlines, men in their forties; some of them are Army-trained pilots, mere kids in age, but with a background of experience that carries them through all kinds of trouble. Others, and they are the smallest group, are men who were ordinary civilian fliers, who volunteered for war flying, and were trained in transport work. All of them, young and old, men with thousands of hours of flying when they entered the service, and men with only a few hundred—are skilled in the task of piloting heavy, large planes. They have the knowledge and the equipment to do a superlative job.

They no longer have any fear of the ocean as a foe. Their troubles are those allied to flying a heavily loaded transport plane through the clouds and snow and rain, through clouds that tower into the sky by day and are blankets of darkness by night.

Static knocks out their radio and bathes the whole plane in the bluish white glow of an electrical charge. These are tense and the pilot must always be alert. But flying the Atlantic is routine to the men who do it.

Some idea of the air traffic over the Atlantic these days may be gained from the experience of a pilot between South America and Africa, a man who has flown the ocean, on both north and south routes, 116 times.

"It was about half way over," he said, "and getting a bit drowsy, when I saw what looked like a big star in front of me. But it seemed bigger than any star, and as it grew brighter I realized that it was another plane coming my way. I blinked my landing lights to let him know that I had seen him, as he was too close for comfort. But apparently he didn't see me, and he went by no more than fifty yards away. Then I kept my eyes open. During the night I counted twenty-three planes that passed me, and when I reached the other side I learned that twenty-six had taken off that night. I saw all but three of them."

"It was a good tribute to our navigation, but it shows how necessary it is to be on your toes. The greatest danger in flying the ocean is getting drowsy. You must keep your altitudes, which should keep us at levels 1,000 feet apart, but sometimes the altimeter goes a bit haywire. And instruments do not always show immediately when something is going wrong. An engine failed on me once, but it kept turning and using gas, as they will, and the revolutions did not drop. I finally spotted trouble only when the engine temperature began to fall. Then I feathered the prop and went on with three engines quite comfortably. You know, you use up quite a lot of gas in a big plane, 1,500 pounds of it an hour, and after a time three engines carry the weight all right. But you have to keep your eyes open."

The take-off is the most anxious time, states one experienced pilot interviewed. Transport planes are loaded much more heavily than they would be in peacetime. They call it wing-loading. When a big four-motored cargo ship takes off from the airport it is strained to the limit. The landing gear takes a beating and the engines are pressed to their utmost. The ship fairly staggers as it begins to climb and the pilot is tense until the times comes when he can pull back on the throttles and relax.

When the pilot takes off he carries a weather map provided by the A.T.C. which shows the weather all the way across the ocean. It gives wind drift and speed. The pilot charts his course accordingly, modifying it, perhaps, to the dictates of his own experience. It will be news to many that the short northern route via Newfoundland, Greenland and Iceland to Europe is not only the least turbulent but the safest from the point of view of all ocean routes, and most land routes on this continent. A pilot who has often flown

it declares he has seldom had to use his de-icers.

But there can be troubles on this northern passage. When close to Cape Farewell, the southern tip of Greenland, the pilot should receive a radio signal to obtain his bearings. Instead, he may hear only over the earphones a crackling sound. And if he is picked up by wind, he may be shrouded by clouds, over the dreaded Greenland ice instead of being over the sea south of Farewell. That could be pretty bad. Fortunately, the pilot carries a small instrument showing wind drift that may help him escape the danger. But he is thankful when radio signals again come in. Hourly he sends back radio weather reports to guide other planes and contribute data to the master chart on shore which pilots report on all planes.

Pilots generally choose a height between 5,000 and 12,000 feet above sea level as found the most comfortable for flying the North Atlantic. If flying by day, the pilot may encounter a dense cumulus cloud far higher than this. If forced to enter it, hail and sleet will soon rattle about the plane, and the cloud outlines are invisible but its presence is felt like a black envelope.

A frightening phenomenon may then occur, day or night. Friction of the halos electrifies the plane into a big Leyden jar. A bright light will glow at the end of the nose, extending to bathe the wing tips, and making the propellers spray light like pinwheels. A sharp explosion may then take place, putting out the engine. It will be simply a discharge of static. Then the plane will become normal and its lamps glow again.

Many Atlantic pilots think that passenger air traffic across the ocean grows popular after the war, in high altitude planes, the northern passage will still be the favorite route. And this notwithstanding that postwar planes with air pressure cabins will be able to fly above most weather turbulence.

Weather does not bother planes when it comes to landing, and almost never is a flight called off because of bad weather conditions in Europe. If a pilot can't land in Scotland he can come down in England or Wales. Somewhere in the British Isles there is always an airport into which pilots can find their way—there is a system of guiding pilots to this landing fields so perfected that it would be almost impossible for an experienced pilot to get into serious trouble.

With the war well over there will be a brisk demand for air passages across the Atlantic. The great saving of time will appeal as now to business men. Tourists with short holidays will go by air to get full time abroad. On the other hand, a multitude who fear seasickness less than perils will take the old-fashioned voyage by ship, with its enforced rest, good company and tonic saline atmosphere. Doctors prescribe sea voyages for some patients.

## Job Is Unusual

Canadian Navy and Royal Navy Have Woman Flag Lieutenants

The first woman flag lieutenant in the Royal Canadian Navy is Lieut. Marion O'Toole, of Montreal, recently appointed "flag" to Rear-Admiral H. E. Reid, C.B., R.C.N., naval member of the Canadian Joint Staff in Washington.

Shattering another precedent of the service, the attractive admiral's aide accompanies the senior naval officer to official functions, and carries out arrangements of protocol. She acted as flag lieutenant for the first time when she accompanied the admiral to the commissioning of H.M.C.S. "Unganda," Canadian cruiser now in the Pacific, and when he goes on board ships for inspection, she goes along.

Thrilled at the appointment, Lieut. O'Toole is comparing notes these days with her "opposite number" in the Women's Royal Naval Service—Second Officer Maureen Stuart-Clarke, flag lieutenant to Sir James Somerville, admiral of the fleet, the only woman to hold such a post in the Royal Navy. The two will attend official functions together with their respective admirals.



YANK WEDS RUSSIAN PRINCESS—Princess Xenia Romanoff, 26, grand-niece of the late Czar Nicholas II, and 1st Lieut. Calhoun Ancrum, Jr., U.S.A., of Camden, S.C., are shown as they were married in the Russian Orthodox church in London. The bride has been a British subject since 1938.

## Played Key Part

Canada Helped Beat The Best Scientific Brains Of Germany

One of Britain's top "hush-hush" men was in Toronto recently, Charles Seymour Wright, Toronto-born Chief of Scientific Research for the British Admiralty—and true to the traditions of his service, and with the modesty of a man of science, he could say little of some of the wonders which have been evolved in, or come out of, this war.

Mr. Wright could reveal, however, in some of the post-war plans of the British Admiralty and he could give Canada a big "thank-you" for its work in helping beat the best scientific brains of Germany, and add some remarks about the necessity of keeping up research in the days of peace, with Canada playing a key part in this.

He echoed the sentiments of some of Canada's military men when he said that never again must the British countries—or the United Nations, advisedly—let their efforts in defence research slacken in peacetime as they have done before. And he thought there must be an interchange of information and scientific brains between ourselves, Britain and the United States to maintain this research at peak.

Canada, he added, would probably become the research centre, or, at least, he hoped it would, acting as the welding link between the United States and Britain and at the same time contributing her own vastly enlarged technological ability. As he put it, "we in Britain have the scientific facilities, but you in Canada are better at ways of turning ideas into hardware."

The Admiralty scientist hoped that Canada would maintain her own "splendid" facilities, such as Research Enterprises, Limited, in Leaside, and keep up the work of the National Research Council, as well as seeing to it that private industry keep up on its technology for defence.

## LOSSES WERE HEAVY

More than 30,000 men of Britain's merchant navy lost their lives during the war, Sir Cyril Hurcomb, director general, ministry of war transport, said. Four thousands were wounded, 4,000 interned or "taken prisoner" and 4,700 missing, he said.

## Sacrificed Forests

Fifty Per Cent. Of Britain's Timber Was Used For War Needs

Information revealed by the British Government shows that during the war 130,000,000 trees were felled in Britain. Great gaps appear in the landscapes where there were formerly fine stands of timber. A long-term program of reforestation has been devised and has already begun, but it will take a generation to repair the damage. Of necessity the stripping of the country has been ruthless. In peacetime the native use of timber was only four per cent.; in wartime it rose to 50 per cent. Nearly 4,000,000 tons of lumber were cut. That meant two out of every five hardwood trees, three out of every four softwood and three out of every four forest mining timber trees. And Britain was one of the smallest forested countries in the world.

Most of the pre-war supplies came from Sweden, Finland, Russia, the Baltic States and Southeast Europe, all of which sources were cut off. The rest came from Canada, the United States, West Africa, Portugal and Brazil, but shipping was the greatest problem. Hence the attacks on the home forests and woodlots. The lumber was needed for camp huts, packing cases for heavy materials sent to fronts over half the world, for hospitals, hostels for war workers and many other purposes.

The Canadian Forestry Corps played an important part in the production of lumber in the British Isles. One of the results of the devastation of British forests will be that Canada will be looked to for supplies for many years. Vast quantities will be required for the housing program there and at home, and it behooves the Dominion and Provincial Governments to do their utmost to meet that market, and at the same time to embark upon the biggest program of forestry in our history.—St. Thomas Times-Journal.

## MUST STAY HOME

Eight of thirty British scientists who were to visit Russia for the Soviet Academy of Sciences meeting, have been forbidden by the British Government to take the trip. Their services are too essential for the war against Japan to be interrupted, it was stated.

# As History Was Made In The Air, The Most Storied Places Of Britain Was Home To Our Airmen

(Written for The Canadian Press by Sir Lt. Frank Thinsley, R.C.A.F.) FROM the battle of Britain to V-E Day, as history was made in the air, the quiet streets and byways of some of England's most ancient and storied places formed the background for the part played in victory by the men and women of the R.C.A.F. At work, and in their scant spare time, the Canadians came to know the scenes of legend and beauty of England; the roar of their bombers reawakened the half-forgotten historic battlefields.

The RCAF Bomber Group, which itself became something of a legend, operated in the picturesque county of Yorkshire, with its varied scenery, wing-swept moorlands and old-world villages. Canada's airmen came to know the countryside made famous by Emily Bronte in "Wuthering Heights"; made the pilgrimage to Marston Moor, where Cromwell won his decisive victory in 1644; trod the battlefields of Towton, where the Lancastrian cause was defeated in 1461.

To most Canadians, castles are things read about. Yet hundreds worked within the ancient walls of one—Allerton Hall—which became the headquarters of RCAF Bomber Group. It was formerly the country seat of the Earl of Mowbray.

RCAF Coastal Command squadrons have been located in no less historic places. The Demon Squadron operated from Bitcham Newton, Northumberland, in the heart of the Pennines. Thence they moved to North Devon, where they lived among some of the loveliest scenery in England. Not far from the region known as the Vale of the White Horse, in picturesque Wiltshire, the Lynx night-fighter squadron and the husky Transport squadron were based. This was the land described in the opening chapters of "Tom Brown's School-days." Near here, too, King Alfred defeated the Danes at the Battle of Ashdown, and Canadians heard the legend that not far away, at Dragon's Hill, St. George slew the dragon.

The City of Vancouver bomber squadron knew stately Cambridge, whose university, myth has it, was founded by Prince Canaber of Spain, although most books agree it probably grew up around the religious establishments of the early 12th century.

Plymouth Hoe, Devon, where Drake tarried to finish his game of bowls before he smashed the Spanish armada, knew the sound of Canadian fighter aircraft. The smugglers' coves of Cornwall, the beaches of Hastings, Kent, over which William the Conqueror's men swarmed in 1066, much as Hitler's hordes hoped to do, knew it too. The beautiful Dorset Doone country of Devon played host to RCAF air and ground crew alike.

Near Liverpool, where thousands of RCAF men have sailed for home in the ancient town of Warrington. Here, at the repatriation depot, they waited for their ships on the site of Cromwell's victory over the Scots in 1648.

To Bathmore, one of England's most attractive seaside resorts, came new arrivals, and, after V-E Day, hundreds of returning ex-prisoners of war. The RCAF No. 3 personnel reception centre was set in what Dr. Henry, in his "Tales of the D'Urbervilles," called "a Mediterranean

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can lounging-place on the English Channel."

Ancient Gloucester, with its beautiful cathedral dating back to 823, was a constant attraction for Canadians based temporarily at the reception centre near the city.

London saw more Canadians than any other place, for in the borough of Holborn, in two large buildings flanking Lincoln's Inn fields, RCAF overseas headquarters has been located.

The Canadians left their own RCAF ensign hanging in Holborn town hall, a reminder for ever of their stay, and they planted a Canadian Maple tree in the fields, a present from the mayor of Ottawa to Holborn.

Not only England knew the Canadians, from ancient Tain and Inverness, in Scotland, to Castle Archdale and Pembroke Dock in Northern Ireland, and the Island Anglesay off the Welsh coast, there were few places that did not play host at one time or another to the RCAF.

## British Films

Would Build Many Movie Theatres In Canada

J. Arthur Rank, British movie producer, said the film producing companies he controls are planning a large post-war expansion in Canada, Latin America and Europe—"and we're looking over the United States."

On a two-month tour of North America, beginning in Canada and ending in California, Mr. Rank said in a press conference he was particularly interested "in getting acquainted with the American people and finding what they like in motion pictures."

He said his companies now have 120 theatres in Canada, but have selected sites for building "large numbers more after the war." A Latin American headquarters will be set up "in the Autumn," and British films for Spain, France and China already are being made with speech or captions dubbed in, Mr. Rank noted.

He added that British post-war movie plans included use of both British and American stars, "known and unknown."

## Dainty and Useful



by Alice Brooks

You'll be fascinated with this crocheted square. Just the right size for pillow tops or luncheon doilies. Join some for scarfs, spreads.

Work up fast! It's a 13 to 16-inch square, depending on type of cotton used. Pattern '7081 has crocheted directions for square; stitches.

To obtain this pattern send twenty cents in coins (stamps cannot be accepted) to Household Arts Department, Winnipeg Newspaper Union, 175 McDermott Avenue E., Winnipeg, Man. Be sure to write plain your Name, Address and Pattern Number. "Because of the slowness of the mails delivery of our patterns may take a few days longer than usual."

## WILL VISIT ULSTER

The Duchess of Kent is to pay her first visit to Ulster some time this summer. She was to have gone with the late Duke of Kent just before the war, to launch a ship, but was unable to do so owing to events in the political world in Ulster at the time.



HON. J. L. HALEY SIGNS AUTOGRAPH FOR CARRIER BOYS—Hon. J. L. Haley, minister of finance, is surrounded by carrier boys, as he complied with numerous requests for his autograph. These boys represented newspaper carrier boys across Canada at the christening of one of the Commando planes purchased by Canadian carrier boys' sale of war savings stamps. Gilbert Johnson, 13, holds the R.C.A.F. plaque won with \$1,500 sales. He lead all Canada.

7081

527



## CANADA'S DIET IS BEST IN THE WORLD

According To Official United States Government Figures

Canada continues to be the best fed nation in the world. According to official United States government figures published in the United States News, Canada has been eating 861 pounds of meat, poultry, fish, milk, butter, other fats and sugar per year during the war. This compares with 739 pounds of such foods available per capita to citizens of the United States this year.

But how well we live in Canada is seen better when we look at the diet of European countries. Britain has 560 pounds per capita, Holland 281 pounds, France 243, Germany 323 and Poland 233. The Canadian may well wonder how the European people live at all on less than half our diet. Such figures do not include cereals, fruits and vegetables but in these categories Canadians are better off than most other peoples.

The strangest fact shown by the new calculations is that both Canadians and Americans are eating far more today than before the war, despite shortages in a few foods. Our Canadian wartime consumption of 861 pounds compares with 754 pounds before the war, while the United States has been eating 808 pounds as against 713 pounds before the war. The diet of Europe, including Britain, has shrunk to an appalling degree and is cut almost in half in some countries. They never ate nearly as much as we do but even their relatively small pre-war diet has been cut, in some cases below a recognized subsistence level.

That is the picture today. It will change during the rest of the year. American consumption will drop from its present level of 808 pounds to 730, just above the pre-war figure. And what will happen in Europe before next spring no one knows. However, the Canadian diet changes in our efforts to feed Europe. It will probably remain the world's best.—Winipeg Free Press.

## Honored By Soviet

Montgomery And Eisenhower Receive Medal Reserved For Russians

Field Marshal Montgomery and Gen. Eisenhower have received Soviet Russia's highest award, the Order of the Patriotic War, for their leadership in the Allied invasion of Europe. Gen. Eisenhower said the Allies "are going to have peace even if we have to fight for it."

Gen. Eisenhower declared that the European war just finished had been a holy war—more than any other war in history.

In a toast of praise to Marshal Zhukov, commander of Russian occupation forces in Germany, Gen. Eisenhower said:

"Speaking for the Allied forces, I say we are going to have peace even if we have to fight for it. All of us who are right-thinking want the common man of all nations to have the opportunities that we fought to preserve for them."

Gen. Eisenhower's speech was made at a luncheon in his headquarters which honored Marshal Zhukov. Field Marshal Montgomery and nearly 60 high-ranking military figures from Britain, the United States and Russia.

Marshal Zhukov, toasting the Supreme Allied Commander, described him as a son of the American people and said he belonged with the immortal great of all time, the world's greatest of all time, the world's greatest of all time, the world's greatest of all time.

The Russian Order of Victory never before in history has been presented to any but Russians and only seven previously had been awarded. Gen. Eisenhower's was No. 8 and Field Marshal Montgomery's No. 9.

The medal is a glittering mass of rubies and diamonds and is said to be worth a minimum of \$12,000.

Marshal Zhukov did not pin the medals on Gen. Eisenhower and Field Marshal Montgomery, but presented them to the Allied commanders in a special box.

Seventeen-gun salutes fired from American tanks greeted Field Marshal Montgomery and Marshal Zhukov on their arrival.

## WANAMAKER WAS FIRST

Wanamaker's said a polite "Oh, my no" to a claim that Marshall Field & Company was the first department store in history to sell airplanes. "We put a monoplane on sale in New York and Philadelphia more than 35 years ago," said George Diffey, veteran Wanamaker employee who now manages the concern's Liberty street store in New York. "It was sold, too, though I can't remember who bought it."

Mac is the Gaelic word for son and is therefore the prefix in a large number of Scottish and Irish names.

## Conditions Overseas

Visitor From Britain Tells Of Many Hardships Encountered

"Few of you on this side of the Atlantic can realize the chaos of Europe today," says P. A. Clew, European Manager of the Canadian National Railways, who arrived in Montreal from London on his first trip to Canada since the outbreak of the war. Apart altogether from the large-scale military and political questions besetting the nations, there were many problems affecting the daily lives of the people still awaiting solution, he said in an interview—problems of food, housing, clothing and transportation.

The Canadian National Railways offices in Liverpool and Southampton had been destroyed, Mr. Clew reported. The London office had suffered no damage more serious than broken windows, but during the first few months of the war it had been necessary to carry on its business in improvised shelters. The Paris office in the Hotel Savoy, which was owned by the railway, had been occupied by the German propaganda department, but the C.N.R. representative, Louis Regamey, had remained in Paris to look after the interests of the railway.

Apart from his railway work, Mr. Clew had many other responsibilities. He was technical adviser to the Canadian Government representative on the United Maritime Commission, which is maintained by all the Allied Governments and will control world shipping until six months after the end of hostilities with Japan; he was chairman of the finance committee of the Canadian Y.M.C.A. Overseas, chairman of the stores and warehousing committee of the Canadian Red Cross Society in London and vice chairman of the London advisory committee of the Dependents of the Canadian Forces, which looked after the English wives and children of Canadian soldiers pending their sailing to Canada.

"The Canadian Red Cross had as much as \$6,000,000 worth of stock on hand at one time," he said. "Our biggest puzzle was getting space. We had to take over farms and even a race course."

Mr. Clew paid tribute to the auxiliary forces such as the V.M.C.A., Knights of Columbus, Salvation Army and Canadian Legion. Dividing their responsibility and working in harmony, they had given splendid service.

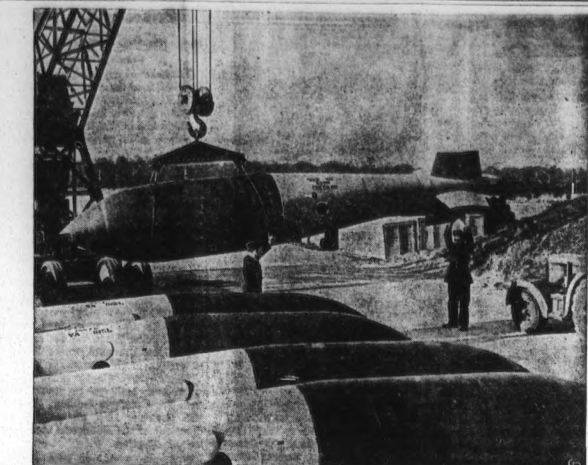
"It was a civilian's war," he emphasized; "the civilians suffered even more than the military. The women had a terrible time." That time, he added, was not yet over. Since he had left home, he had heard that nations had been cut apart, and the women still had to stand in queues and wait their turn for whatever goods were available. Their burden was the heavier because so many of the men had to keep households running while they were busy in war work and help was impossible to get.

Civilians in Britain, he said, were allowed only 24 cents' worth of meat a week each. Fish was easier to get than meat, it had been and was not rationed. Everyone who could grow his own vegetables and since the war started Britain had become two-thirds self supporting in the production of food, but this did not mean that the problem was solved.

The railways of Britain, he went on, had done a magnificent job, handling enormous traffic, in spite of the blitzes. Nearly every terminus in London had been hit, but they had been quickly restored; trucks were usually back in operation a few hours after they had been bombed. Travel was far from comfortable for the civilian. Military movements took priority; trains were packed, corridors were full of passengers standing, sleeping cars had been taken over by the military, there were no diners.

France and Belgium were the only European countries with which Britain had communication and it took up to three weeks for the delivery of a letter. To leave England it was necessary to have an exit permit and this was granted only for urgent business. One of the first civilians to cross to France since V-E Day, Mr. Clew had found Paris in appearance just as it was before the war. London had its ruins and blank spaces, it had no paint, its windows were still blocked up. But the food and fuel situation in Paris was far worse than in London. A poor lunch costs as much as \$25, a drink of beer \$2, a packet of cigarettes \$2. "I don't want to paint the picture too black," he said as he concluded his interview. "We have had a bad time, we still have enormous problems to solve, but the spirit of the people is wonderful."

Vitamin A is unaffected by cooking, while vitamin C is destroyed by high temperature according to the British Medical Journal.



HERE IS THE R.A.F.'S NEW 25,000-POUND BOMB—The British are building an improvement on the Lancaster bomber, to be known as the Lincoln, which will carry to Japan the new 11-ton bomb. The new 22,000-pounder, known as "grand slam", is 35 feet long, with a diameter of 3 feet 10 inches. It is a streamlined, deep penetration type, being a sealed-up version of the six-tonner, with a tail unit approximately 13 feet 6 inches long. One of the R.A.F.'s "grand slam" bombs is seen being hoisted from the bomb dump. Attachment of the streamlined formed fins at five degrees to the bomb axis, imparts a spin to the bomb in flight, enabling a very high degree of accuracy of aiming.

## Shrines In Cathedrals

Suggested That There Should Be A Shrine For Victoria And George Crosses

Knights of various noble orders have their own shrines in cathedrals and churches in Britain. For instance, the Knights of St. Michael and St. George, to which order some distinguished Canadians belong, have theirs in St. Paul's. The Knights of the Garter worship in St. George's, Windsor; and the Knights of the Bath in Henry the Eighth's chapel in Westminster Abbey.

Now it is suggested that there should be a shrine or chapel for holders of the Victoria Cross and the George Cross. They could come to London from time to time from all over the British Commonwealth and Empire and hold their "chapters" in accordance with the ancient usages of chivalry. They would, it is furthermore suggested, be the guests of a grateful nation. Whether, however, the Victoria and George Crosses could form the basis of a knightly order is a question that would have to be settled by the Herald's College.

## War Interferes

Emperor Of Japan Cannot Spare Time For Horseback Riding

Tokyo expressed concern over the welfare of Emperor Hirohito and complained that the war interfered with his horseback riding. The only thing to do, the Japanese broadcast said, was to "totally annihilate the enemy."

"One hundred million Japanese are filled with trepidation to learn that our Emperor has augustly been carrying out his daily routine work despite successive enemy raids on the capital," said the broadcast.

"Practically every day His Majesty summons the Premier and other ministers to the palace, patiently listens to their reports on the war and graciously asks questions. It is rare now for the Emperor to find leisure for horseback riding."



WAITING FOR A PRINCESS TO COME HOME—On June 2, Princess Ingrid of Denmark arrived in Stockholm for the first reunion with her Swedish relatives in five years, since the Germans occupied Denmark. Waiting at the Bromma airport for the princess' plane to come in, are Crown Prince Gustaf Adolf of Sweden, Princess Stigolm and their four children.

## INTERESTING WAR RELICS AT MUSEUM

Many New Additions Are On Exhibition At Ottawa

Ingenuous, fanatical Germans at a prisoner-of-war camp in Western Canada designed and built a weapon with which they hoped to kill fellow prisoners drifting away from the Nazi faith, or members of the camp staff, or for use on game after they escaped camp.

However, none of these three possible purposes was achieved because alert Canadian guards removed the weapon from the camp and it now is a possession of the War Museum, Sussex street.

Bed springs, woven bed wire, iron strapping used for hanging steel pipes, bits of rubber and a lot of clever work were used in making a cross bow with steel arrows. The long pieces of steel were sharpened to a point and Major Henry Reiffenstein explained at the museum that they could penetrate one inch in soft wood at a distance of 50 yards.

New additions to the museum's war relics are now on display. A Canadian flag captured by the Germans at Dieppe, which now hangs in the museum has an interesting story. It belonged originally to the Canadian division which raided Dieppe in August, 1942. After its capture, the flag hung in the office of a German colonel until a month before the second division captured Dieppe in September, 1944.

A French chourrier, Madame Jovene, 8 rue Guerrier, Dieppe, discovered the flag, packed with other German belongings to be sent to Germany and removed it from the box. It later was turned over to a Canadian officer. It was spotted in a few places and torn in others, but still a good Canadian flag.

Part of a comprehensive selection of motor vehicles produced in Canada appear in miniature now. They are exactly one-eighth the size of the original vehicles.

A tactical model of the Ebeuf area taken by Canadian forces has detailed views of the planning of the Allied invasion. It shows the miniature area taken by the 2nd, 3rd and 4th divisions under Lt. Gen. Guy Simonds and the areas where the Germans offered stiff resistance.

Newly discovered Italian and Japanese machine guns and flashes and badges of all the Canadian regiments including the C.W.A.C. have been set up as part of the history in the War Museum.—Ottawa Journal.

## Got What They Wanted

Count Ciano's Diary Shows Nazis Were Determined On War

When Joachim von Ribbentrop comes to trial he may be confronted with the diary of the dead Count Galeazzo Ciano. This document, the last ten pages of which were written while the Fascist Foreign Minister awaited the death decreed by his father-in-law, Mussolini, is an indictment not only of Von Ribbentrop but of the whole criminal crew, from Hitler down to the last gauleiter, who led the acquiescent German nation in its murderous assault upon mankind.

The first installment of the Ciano story contains the key that unlocks the Nazi mind. In August, 1938, Ciano went to Salzburg, where Hitler and top-flight Nazis were borrowing culture-like, for the descent on Poland. On Aug. 11, just before dinner, the Italian Minister was walking in the garden of the Osterhofhof with Von Ribbentrop. Of their conversation he wrote as follows:

"Well, Ribbentrop, I asked, 'what do you want Danzig or the Corridor?' " "More than that," he said, 'looking at me with his cold metallic eyes. 'We want war.'—New York Times.

## EXPENSIVE FOR RAILWAYS

Those railway ties that extend all the way across Canada cost \$1.65 for the treated type and \$1.04 for the untreated. The price has gone up as the ties used to cost \$1.42 for treated and 85 cents for untreated. That is just one of the increased costs of doing business. The highest prices of ties are reflected all the way along the line.

## TOOK THE HINT

The customers knew that it wasn't any use asking butcher Tony Travelli of Seattle for meat. Tony ran clear out of supplies so he just mounted the skeleton of a lamb in his show-case and prospective patrons chuckled and passed on.

## PLAYED SAFE

Mark Twain had such a horror of losing manuscripts that he drew a chalk line on the floor around his desk and the maid was forbidden to cross the line even to dust. 2627





## Roll your own

### WITH Macdonald's FINE CUT



## OUR COMPLETE SHORT STORY— WEDDING DAY

By W. J. THOMAS

McClure Newspaper Syndicate

Standing very still, her eyes on the little path which wound through mountain laurel stirring faintly in the warm morning breeze, Helen Knowles said, "You shouldn't be here, Bob, not on my wedding day."

Bob Newbold's voice was low, but very firm. "I don't think Lloyd Tyson can ever make you happy."

Helen felt her lips tremble, kicked a dainty foot at a pebble. Her chin went up. "I know what I'm doing, Bob."

"Even with his whole blasted family—smug from five generations of too much money and doing the same things in the same way—having the idea of just a business woman 'getting' their boy Lloyd?"

"He loves me." Saying it to Bob Newbold was torture.

"Who doesn't?" he persisted, smiling and pushing his untidy light hair back from his forehead. "Even I, a radio man who aspires to be a great architect, love you too. That's why I drove here, starting my two-weeks' vacation land cruising in a silver. Yes, perhaps he loves you, but do you love him?"

"I'm very grateful to him. Good-bye, Bob. Only . . . I'd like you to wish me luck."

"Do, with all my heart. But remember, some day, and soon, you're going to find yourself smothered by the Tysons' cold smugness." He sounded a bit obstinate.

Helen left him, revolving his words in her mind. Why had he come here today of all days, after she had tried for months to keep tantalizing visions of him out of her mind?

He was right, so right! Already she knew. The Tysons had insisted on having the wedding here, instead of at Goldade. And she and her mother had allowed them to have their way.

Doubts were assailing her when she reached the Big House—that's what everyone called the Tysons' home, because it exactly described it. A big house. Big, with every bit of furniture and every picture and every rug—and every person—precise and formal and proper.

Something was wrong now. She sensed it the moment she stepped on the high pillared porch.

Inside was bedlam—in a restrained and wholly proper way.

Lloyd's mother was wringing her hands. "Everything is gone! What do you know about it, Helen? What shall we do?"

"Your trousseau, your clothes!" Lloyd interrupted.

Helen sat down, bewildered. "Will someone please tell me what all this is about?"

Helen's mother was the only calm one in the household. "Your trousseau, Helen, has disappeared. Stolen, apparently. And your gown, tulle veil—everything. I have persuaded the Tysons that you know nothing about their disappearance. I have told them to telephone the police . . ."

"How can the police help in time for the ceremony?" demanded Lloyd.

Helen went to Lloyd. "I don't understand it, but it doesn't matter, does it, dear? After all, clothes don't make the wedding."

Mrs. Tyson was emphatic. "All of our friends here! The church decorated! And the bride wearing—what? Sweater and slacks?"

"Lloyd!" pleaded Helen. But her fiancé, despite Helen's appeal, stood by his mother, very stiff, hands in his pockets, silent.

For a moment it seemed strange to her that she was not hurt because he made no effort to oppose his mother. Then it didn't seem so strange as she realized that the Tysons could no more have their wedding plans changed than she could go through life without Bob Newbold.

Still, it wasn't easy to take Lloyd's ring from her finger, as she was doing, with all those eyes upon her. As she was guilty of some disgraceful crime.

"Here, Lloyd, your ring," she was saying. "For all your considerations kindnesses, thank you; I only . . ."

She felt weak.

Her mother said, "Run along," and her soft brown eyes were the only untroubled things in a storm which was rapidly subsiding. "Take a walk. I'll straighten everything out here."

Helen went around the long hedge without a backward glance, quickened her steps over the laurel-lined path. She was spurred by a vague, but compelling hope. Tears came to her eyes.

Through a mist suddenly she saw Bob sitting on the grass, gazing out absently over the patchwork of farm fields below. Then, blissfully feeling his arms holding her close, she told him.

"This can still be your wedding day," he said, grinning. "I'll be the victim."

"Would you marry me—in sweater and slacks?"

"I'd tell her, but it won't be necessary."

He led her to his car, parked by a wild crabapple tree, and pointed inside.

There she saw her white net gown, tulle veil—and the rest of her trousseau.

"I had to do something to make you see the light, Helen. I knew you'd never be happy as Mrs. Lloyd Tyson. So, in the wee small hours this morning I removed—stole, if you please—these things from you."

"No, just plain happy. But how did you ever get inside the house?"

"I didn't." He grinned again. "Inside job."

Helen's eyes widened. "You mean—?"

"Of course! Who would help me but your mother?"

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• The long late spring with its unusual chilly climate this year, got oldtimers down in Manitoba reminding and when Gilbert Plains realized that they had staged a curling game there on May 1, 1907, the town of Grandview old-timers put 'em to shame by bringing evidence of a curling match there on May 24th of that year. Then Campbellton, N.B., proudly put forward its snow-storm of June 1st this year.

• From here and there in Canada: In the Trochassas, Sask., district, ducks have been found nesting as high as 14 feet up in trees. No explanation has yet been forthcoming why ducks in this area should prefer to nest in trees instead of on the ground. . . . Public spirited citizens at Dawson Creek, fabulous while the Alcan highway was being built, have donated \$10,000 to build a swimming pool. . . . William A. Mann of Upsalquitch, N.B., showed up a big silver watch in good state of preservation, proved to be his father's who had lost it ploughing in 1910. . . . Returning from overseas after four years, Sapper Martin Vancless found that some mining stock he had put away was worth \$60,000. He had thought it useless when he left. . . . Oldest voter in the Bruce riding of Ontario to cast a ballot in the federal election was Mrs. William Eyre of Oliphant; she had reached 100 in March. . . . Mrs. P. H. Winters of Lacombe, Alta., dug in her garden, brought up a ring set with sapphires and diamonds which she had lost 18 years ago. . . . The dog business got so bad in Chilliwack, B.C., the township council thought maybe they'd have to tax everybody, then exempt those who proved they didn't own a dog.

Interviewed in Germany, 21-year-old Pte. Jack Pittman, of White Bear, Sask., regretted he'd only had 7½ months action, and liked it so much wanted to go to the Pacific.

• The complications of business doesn't deter the editor of the Dauphin, Man., Herald from getting statistical. It's a Canadian National town, so he gives his readers this interesting stuff: "In one year, the Canadian National Railways issues about 2½ million pay checks to over 500,000 employees. To complicate matters there are 3,500 Smiths, of which 267 are William Smiths, 238 John Smiths and 152 James Smiths. There are 2,000 Browns, many with the same first name. Then there are 'Early and Late', 'Beck and Call', 'First and Last', 'Begin and End', and in the New York office—a Laick, Brooks and a Storm."

• With housing to play such a great part in the post-war period we hear so much about the Kirkland Lake (Ont.) Northern News tackles the subject of style of houses, in an interesting editorial, stressing that mass-produced houses need not be relegated to the dead-end which has characterized our streets. Community action must be taken to prevent some of the past by careful scrutiny of some of the successful British and American town plans now a reality. Winds up the editorial with this pertinent comment: "Planned town units, functional public buildings, parks and other projects in the name of beauty and social well-being are setting the trend in this direction and the small town should not feel that such plans are too ambitious. But all these schemes will come to nothing if the public fails to realize that functional homes of beauty to fit into these larger plans cannot be designed without the aid of the experts—the architect and the interior decorator."

• In the little town of Altona, Man., sits an editor like many others in Canada, boasting for something bigger and better to come out of the holocaust of war. In an editorial he muses: "Everyone of us needs both vision and a program, in business, on the farm, in the home, wherever we may be. A child has visions of a picnic and plans for one. An adult envisions a home and spends a long time planning it. So it should also be with town-planning and community building. If we only dream about it and do no planning, we will never have a better community. And planning alone is not sufficient either. We must hitch our wagon to a star, and then prepare practical plans which may make some of those dreams come true."

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**It's Simple! It's Easy! It's Fun!**

Don't delay! Send in your entry today!

As many entries as you like!

JUST WRITE IN 25 WORDS: "WHY I THINK QUAKER CORN FLAKES ARE MOST DELICIOUS OF ALL"

**Hints to Help You Win**

- Quaker Corn Flakes are the oven-fresh corn flakes!
- Quaker Corn Flakes are flavourful!
- Quaker Corn Flakes are deep-toasted!
- Quaker Corn Flakes stay oven-fresh. The big blue and yellow Quaker Corn Flakes package is flavour-sealed!

**READ THESE EASY RULES**

- (1) Write a statement of 25 words or less entitled: "Why I think Quaker Corn Flakes are Most Delicious of All," and send it to The Quaker Oats Co. of Can. Ltd., Box 100, Peterborough, Ont. or Saskatoon, Sask. Send as many entries as you wish providing each entry is accompanied by 3 box tops (or facsimiles) from Quaker Corn Flakes.
- (2) Entries will be judged on frankness and sincerity, and will not be influenced by fancy writing, illustrated or decorated letters.
- (3) Judges: R. T. Hogan, Canadian Grocery Wh. & Bk., Royal Grocer, & Tremblay, Ltd., Montreal, their decisions will be final.
- (4) Contest open to residents of Canada only.
- (5) Anyone may enter this contest except employees of The Quaker Oats Company, their families or their advertising agents.
- (6) All entries become the property of The Quaker Oats Company of Canada Limited.
- (7) Entries will be judged on frankness and sincerity, and will not be influenced by fancy writing, illustrated or decorated letters.

**Special Car Guarantee**

\*Special deluxe model Plymouth (1942) \*New car guarantee \*90 days, each carrying money-back guarantee for 10,000 miles \*Air condition \*Radio \*Custom radio \*Delicate \*Insured against theft \*Car delivered to winner, freight prepaid.

**QUAKER CORN FLAKES**

## Health LEAGUE OF CANADA presents TOPICS OF VITAL INTEREST

### MANY DEATHS BY DROWNING SAID TO BE NEEDLESS

With the summer vacation season upon us, the Health League of Canada points out that many deaths from drowning can be prevented—first by running no unnecessary risks and second by the prompt and long-continued use of artificial respiration methods when accidents occur.

Several years ago there was an intense agitation for more care in rescue efforts, it being stated that victims died because artificial respiration was discontinued too soon. They died because all necessary efforts were not made to revive them—because the possibilities of artificial respiration still were not fully realized.

There are well-authenticated reports of artificial respiration being successful after as many as five hours. In cases of electrical shock, at least one instance is known of a patient being revived after being apparently dead for eight hours. This being true, it is an extraordinary thing that reports still come in of artificial respiration being discontinued after a mere half hour of effort.

It is pointed out that even if the victim has been in the water for as long as 30 minutes, there is a chance that life is not extinct—that proper resuscitation methods have a chance of bringing back consciousness.

Also, it is emphasized, artificial respiration must be started as quickly as possible and continued for a long period—six hours or longer. It is not until rigor mortis sets in that life can be assumed to be extinct. One of the most documented cases of late revival is that of a child, brought back to life after five hours' active work and hours after the child had been pronounced dead.

It is also important that those using artificial respiration be sure that air enters the lungs properly while they are working on the patient. There is always a possibility that a spasm of the larynx occurred and that the victim suffocated rather than drowned.

The most popular method of artificial respiration is the Schaefer method. In this, the body is raised gently by the waist to allow water to drain from the lung and stomach. It is then placed in a prone position with the head and chest lower than the rest, if possible. The head should be placed on one side on one of the patient's arms. The rescuer kneels astride the victim and applies pressure rhythmically in the region of the lungs. If possible, the patient should be kept warm with blankets and hot water bottles.

Rescuers should remember these five points:

1. Clear the patient quickly.
2. Start artificial respiration without delay.
3. Use warmth if possible.
4. Do not stop artificial respiration until the patient breathes or there are definite signs of the onset of rigor mortis.
5. After the patient is breathing do not allow him to sit up, stand, or walk, but transport him in a lying down position and put him to bed.



**BEST REVOLVER SHOT**—Constable Dorothy Colley of the Guelph police department, winner of the trophy for best police woman revolver competition staged at Guelph, Ont., by Police Association of Ontario, and Wellington county police.

### "Open-Out" Dress



By ANNE ADAMS

When the temperature soars, the button-front "open-out" dress is a real pal. Pattern 4549 spreads flat for easy ironing. Choice of short, three-quarter, or cap sleeves.

Pattern 4549 comes in sizes 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42. Size 10 requires 3½ yards 35-in. fabric. Send twenty cents (20c) in coins (stamps cannot be accepted) for this pattern.

**J. H. McClelland**  
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Calgary - Alberta  
222-224 Stockyards Building

**Crossfield Machine Works**  
W. A. Hurt - Prop.  
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PHONE 22  
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## THE Oliver Hotel

Crossfield - Alberta  
**Charles F. Bowen**  
Proprietor  
A Good Place To Stay  
Phone 54

## INSURANCE

**HAIL** - Alberta Hail Insurance  
Board and Leading Companies  
**FIRE** - Alberta Government Insurance  
and Leading Companies  
**LIFE** - Mutual Life Assurance Company of Canada.

**A. W. GORDON**

— Agent —  
Crossfield : Alberta

## COUNCIL MEETINGS

The regular monthly meeting of the Village Council will be held in the  
**FIRE HALL**  
on the  
First Monday of each month  
commencing at 8:00 p. m.

## Fred Becker

**TINSMITH**  
Every kind of Sheet  
Metal Work.  
Crossfield - Alta.

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CROSSFIELD

Are YOU  
Eligible for  
**NEW  
TIRES?**



That's the \$64 question today, but we will be glad to give you the answer. If you are eligible to buy new tires, we recommend the new Dominion Royal. "There's no finer tire built." But if you are not eligible, let our expert tire men build new life and more mileage into your present tires.

**W. J. WOOD**  
Expert Auto Repairs  
Phone 11 — Crossfield.

**Crossfield Chronicle**  
W. H. McLELLAN, Editor  
Crossfield, Alberta  
Published every Friday afternoon.  
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FRIDAY, JULY 20th, 1946

Mr. and Mrs. Everett Bills, Mr. and George Jones, Mr. and Mrs. Archie McFadyen, Mrs. Bellack, Mr. and Mrs. Class, Mr. and Mrs. Art Carmode were among those who attended a wedding of a young couple of the Hutterite Colony at the former Huser farm. They report having a very wonderful time.

## The Cost of War

London, July 13.—Total casualties to all ranks of the British Commonwealth and Empire forces during the 54 years of war to May 31 last were 1,427,634, it was announced tonight.

The Canadian casualty total was 10,086, including 3,618 killed, 2,866 missing, 53,073 wounded and 9,051 prisoners of war. Those listed as killed included personnel who died from natural causes.

The total number killed for all the Empire was 336,772, missing 98,113, wounded 468,388, and prisoners of war 330,523.

By countries, the figures were as follows:

Britain, including men from overseas in the British armed forces, especially from Newfoundland and Southern Rhodesia: killed 233,042, missing 97,472, wounded 275,975, prisoners 183,649.

Australia: Killed 21,415, missing 6,519, wounded 37,477, prisoners 26,800.

New Zealand: Killed 9,844, missing 1,201, wounded 19,253, prisoners 8,485.

South Africa: Killed 6,417, missing 1,880, wounded 13,773, prisoners 14,595.

India: Killed 23,295, missing 12,264, wounded 62,064, prisoners (including 20,540 missing, presumed prisoners of war), 79,692.

Colonies: Killed 6,741, missing 14,811, wounded 6,773, prisoners 8,051.

The casualty totals by countries were: United Kingdom 750,338, Australia 92,211, New Zealand 39,763, South Africa 36,765, India 177,315, Colonies 36,376.

Casualties to merchant seamen due to enemy action during the war period ended May 31, totalled 45,315. Deaths, including deaths presumed in missing ships and deaths while interned, totalled 30,867, missing 4,090, wounded 4,252, and internees 5,506.

Casualties to the British Home Guard attributable to service between May, 1940, and December, 1944, totalled 1,763, and included killed or died, 1,206, wounded 507.

Civilian casualties from the outbreak of war until the end of fighting in Europe totalled 146,760. They included 60,285 killed or missing, believed killed. This total included 28,920 men, 25,292 women, 7,736 children under 16 and 837 unidentified, injured and detained in hospital, totalled 86,175. Of these 40,729 were men, 37,816 women and 7,623 children.

United States Losses Total  
1,048,104 To Date

Washington, July 12.—Casualties reported by the Army and Navy since the entry of the United States into the war today totalled 1,048,104, an increase of 12,167 over last week.

## De Valera Says Eire Is a Republic

Dublin.—Eire, Prime Minister de Valera told the dail (parliament) on July 12 is a republic.

Mr. de Valera was replying to Opposition Member J. Dillon who last week likened Eire's constitutional position to that of a cat with its tail caught in the door, and he asked the prime minister "to tell the house if this country is a republic, a member of the (British) Commonwealth of Nations, or what it is."

There was no further reply when Mr. Dillon asked, "When did the change take place?"

Mr. de Valera's statement created a sensation in Dublin. The newspapers gave it prominent display, but appeared to be unable to assess its meaning.

## 1,100 LOSE THEIR JOBS IN PLANT DISPUTE

The Eastern Air Company at Trenton, N.S., closed its doors on July 11 and placed 1,100 men on the unemployed list. First announcement that the plant was closing came Tuesday when the management posted a notice saying the plant would be closed "on account of lack of men to operate the plant efficiently and the lack of confidence a great many workmen have in the present union executive to act as bargaining agent."

## Around The World—88 Hours, \$700

An 88-hour, round-the-world flight on Pan-American Airways commercial passenger planes upon resumption of post-war travel, was announced recently by the firm's Atlantic division.

Cost of the trip was listed as \$700, or less than the present round-trip rate to Europe. The firm said reservations already had been made by eleven passengers.

The route from New York, the company said, will cover Lisbon, Marseille, Rome, Athens, Cairo, Basra and Karachi to Calcutta of the Atlantic division, and then return via Bangkok, Canton, Tokyo, Paramaribo, Anchorage, Seattle and San Francisco to New York.

## Six Years of Subsidies

The Budget

In the six years since 1939 the Canadian government has paid subsidies to farmers to the total of over \$319 million. In reality this expenditure was a "consumer subsidy." The policy of the government was to keep down the cost of food while maintaining production at as high a level as possible. However, the Canadian people seem to think that the farmers are particularly favored in this respect.

The Canadian Federation of Agriculture points out that the index number for wholesale prices of farm products, based on 100 in 1926, was only 102.9 in 1944. This means that the Canadian people during the most terrible five years of war in the world's history have been able to buy their food at virtually peace-time prices. A survey of world food prices reveals the fact that there has been less rise in Canada than in almost any country in the world.

The \$319 million was paid by the government to keep the farmer producing to the limit. He had to have some financial assistance for wages of farm help had risen rapidly and a great deal of it was inefficient. Other costs had gone up. New farm implements were almost impossible to obtain and unusually long hours of labor were necessary to meet the insistent demand for more food.

The subsidies as paid by the various production divisions were as follows:

Dairy Products: Fluid milk, three years, \$21,622,308; Butterfat, three years, \$46,891,702; Concentrated products, 2 years, \$2,543,374; Milk for cheese, 2 years, \$5,130,269; Cheese quality bonus, 6 years, \$7,855,632; Cheese factory subsidy, 6 years, \$673,556. Total \$86,677,652.

Prairie Farm Assistance: Prairie farm assistance, 6 years, \$41,309,756; Prairie farm income, 4 years, \$18,966,888; Wheat acreage reduction, 4 years, \$84,533,227. Total \$145,809,851.

Fruit Industry: Apple agreements, 4 years, \$8,212,202; Canning crops, 3 years, \$4,281,086; Berries for jam, 3 years, \$775,535. Total \$13,278,821.

Feeds, etc.: Feed wheat drawback, 3 years, \$10,267,542; Feed freight assistance, 4 years, \$42,397,696; Feed assistance, Plan A, 1944, \$521,510, Plan B, 2 years, \$1,579,589; Alfalfa meal, 2 years, \$60,454. Total \$54,856,391.

Fertilizer and Lime: Fertilizer, 3 years, \$2,248,681; Lime, 2 years, \$310,609. Total \$2,559,290.

Hog premiums, 1 year, 1944, \$14,069,229; Egg export subsidy, 1941 and 1942, \$923,367; Beef cattle purchases W.P.T.B., 1942, \$800,000; Miscellaneous, wool, \$156,705, Sugar beet pulp, 1943, \$25,829. Total subsidies \$319,137,134.

## Soldier's Stew

To make Russian soldier's stew, buy two pounds of lean short ribs of beef, cover with water and boil for one hour with one large onion, chopped, and one bunch of parsley. Remove beef and strain juice. Cook 14 pound of sliced beets and 14 pound of sliced carrots in the broth and then add 14 pound of cubed potatoes and one pound of cabbage. Pierce one lemon with a fork and drop whole into the stew. Cook covered until the vegetables are done. Serve on a large platter with the meat surrounded by the vegetables and broth. A dab of sour cream should top each serving.

Lamb chops taste better if they are dipped in lemon juice just before broiling.

## Hail Insurance

Protect your crop against loss by HAIL in a good reliable Company. In an area where the rate is 7% for a 25% deductible Policy, the actual cost to the insured is 10.71%. The rate for a 10% deductible Policy is 10 1/2%, the actual cost to the insured is 11 and 2-3%. FOR INSTANCE—

100 acres insured for \$10.00 per acre—\$1000.00 at 10 1/2%—\$105.00 Premium, \$1000.00 less 10% (deductible) is \$900.00 actual coverage, divided into the Premium of \$105.00 equals 11 and 2-3%, actual cost to the insured.

See **A. W. Gordon**

GORDON AGENCIES Phone 7 Crossfield

## Rationing helps the FARMER

HERE'S HOW!

- Rationing assures everyone a fair share of scarce foods. Without rationing, farmers might get all the butter they need; they might not get sugar. City dwellers might get sugar but no butter.
- Rationing helps to keep prices steady.
- Rationing has assured farmers sufficient ammunition to protect their crops and livestock.
- Rationing makes it possible for farmers to get coupons to feed harvesters and other transient farm workers.



**The FARMER**  
helps Rationing  
HERE'S HOW!

- By collecting and turning in the coupons acquired against the use and sale of butter and the sale of honey and rationed maple products.
- By writing to the Local Ration Boards for application form RB-77 as SOON as they know definitely that transient labour rations will be needed to feed extra help hired for periods of less than two weeks.

Rationing is not intended to add unnecessarily to the burden of Canadian farmers who, faced with shortages of labour, materials and machinery, have continued to respond to repeated calls for greater production.

It is a protection against waste . . . shortages . . . inflation.

THE WARTIME PRICES AND TRADE BOARD